

Potomac Located in Ice and Boarded.

A Curling, N. F., dispatch of yesterday states that Consular Agent Gould and party of six men were successful in boarding the naval tug Potomac, in the ice after a 100 mile expedition over land and sea ice. Her hull was apparently in perfect condition, with but little water in her hold. If the Consul's party is able to hold the craft and bring her to safe anchorage, they will save her from being salvaged, provided of course the heavy ice when it commences to break up does not crush the craft or send her out into the Gulf.

The Potomac was located five miles south of Point Riche at the mouth of the straits of Belle Isle, still frozen solidly in. Another party is on the way with pumps and dynamite to the tug and an effort will be made to break up the ice to get the Potomac to safe anchorage. She has about 12 tons of coal and a ton of provisions aboard. An easterly was blowing yesterday and there were prospects that the Potomac would be blown out into the Gulf again.

For the past five years he was at work upon a system meant to insure safe navigation in the thickest weather. Patents on this system were secured in foreign countries. It is now under consideration by the Portland Board of Trade and Marine Society, and Capt. Eldridge recently presented his invention before a committee of the Boston Chamber of Commerce.

In 1901 Capt. Eldridge piloted the Columbia, the America Cup defender, to her victory over the first of Sir Thomas Lipton's Shamrocks in the international yacht races of that year. He was also instrumental in the building of the Independence, the Lawson cup defender. Last May he suggested the idea of a New England yacht for the America Cup defense and for a popular subscription in New England, designed and built by a New Englander and named the New England.

Much of Capt. Eldridge's life was spent in Vineyard Haven, where as a young man he conducted a ship chandlery. Vineyard Haven was formerly the distributing point for the Eldridge nautical publications. He was chairman of the Vineyard Haven Republican Town Committee. For several years past he has made his winter home at Allston.

Capt. Eldridge leaves a wife and four daughters, one of whom is Mrs. H. O. White of Braintree. The body will be taken to Vineyard Haven for burial.

It has been duly explained in these columns that the theory of the new tariff was, of course, cheaper salt fish for the consumer. In practice the price of codfish—the kind most in demand—has not lowered. The demand exceeded the supply. The Provincials had no trouble to sell their catch, the only difference being that instead of paying the 3-4 of a cent a pound duty on the fish coming into our market, they pocketed it.

The crude effect of this is, naturally, to encourage the Provincial fisheries at the expense of our own, and this in addition to Provincial policies, which already give their fisheries all the encouragement they could well expect—Government bounties, cheaper freight rates owing to the non-existence of interstate tariff, and subsidized cold storage plants for the preservation of bait by freezing.

It is obvious that if anybody has benefited by the lifting of the duty on green fish, it has not, so far, been the consumer, nor the dorymen out of Gloucester. Gloucester shore labor is protected, in so far as it handles the fish directly; it has suffered a slump in the industries dependent on the equipment of the fishing fleet—sailmaking, painting, caulking, rigging, chandlery and the minor crafts which spring up in a maritime community. The point on which everybody agrees is that the extra profits have been passing into the cash registers of the merchants, outside of this country who have been enabled to send their fish in duty free without a reduction in price. Whether this is for the ultimate advantage of the ultimate consumer or not is a matter which may give us doubts. But in any case, forbear to twit Gloucester with having been enriched by the new tariff. The joke is not appreciated.

Salving Crew Now in Danger.

The tug Potomac, which was boarded Thursday by a salvage crew of six men after drifting derelict in the Gulf of St. Lawrence for six weeks, was swept by off-shore winds yesterday into a position of danger for both vessel and crew.

The Potomac last night was 12 miles northwest of Keppel Island, off Ingonnachoix Bay, still fast in the drift ice that packs the gulf. The crew sent by American Consular Agent Gould on forced marches of 10 miles over the bleak coast and dangerous sea ice found her tubes broken, so that it was impossible to get up steam.

Twelve tons of coal that had been left aboard could be used only for heat. A snowstorm was approaching, and the ice was considered an active menace.

Should the wind continue southeast the tug would be driven still farther off shore and assistance for those aboard would be almost impossible. It was thought the salvage crew might decide to abandon her should opportunity offer.

Since she was abandoned by the naval crew the tug has drifted with the ice about 80 miles.

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ELDRIDGE, CHART MAKER, IS DEAD

Well Known to Skippers Here—His Nautical Work Held of Highest Value.

Capt. George W. Eldridge of Vineyard Haven, the famous tide-expert and hydrographer, who was well known among the local fishing skippers, died Thursday morning at 95 Franklin street, Allston, where he was spending the winter, at the age of 69 years. He was ill only a short while, with being due to heart disease.

Capt. Eldridge was born in Chatham, the son of George Eldridge, often referred to in marine circles as the "original chart maker," who made an early survey of Pollock Rip and the waters around Cape Cod where Nantucket Sound meets the sea. The old Eldridge was also a noted authority on tidal matters.

Capt. Eldridge continued his father's work and was the author of sets of charts from Cape Henry to Eastport for almost 40 years prepared annually a tide book with other nautical data of great value to all skippers. The name of Capt. Eldridge was widely known in fishing, shipping and sailing circles throughout the country, and the attention of scientists was attracted to his theory regarding the meeting of the great tides in the Bay of Fundy, which he ascribed to the meeting of two currents rather than to the generally accepted notion of the peculiar shape of the bay.

His great was his knowledge of currents and the part which they played in collisions and wrecks that have recently summoned to court to test him as an expert in such cases.

TRANSCRIPT ON TARIFF AND FISH

How the "Free" Clause Affects Gloucester and Fisheries Well Told.

Under the caption of "Gloucester Tariff-Enriched?" the Boston Transcript published the following in its editorial columns:

Gloucester wishes it to be distinctly understood that it is not true, as the press of certain parts of the country has been intimating, that the new tariff is making them all rich. The retort is that from the importers' point of view the tariff is an unmixed blessing, but to the Gloucester fish concerns as producers, and to the crews of the fishing schooners—the ultimate producers—its blessings are plentifully mixed with baser metal.

The gibe that the Gloucester fleet is manned by Nova Scotians and Newfoundlanders is a gibe no longer. Provincials who can fish in their home vessels, live cheaply on their own headland farms in the off season and have the full benefit of the Yankee markets, are staying at home to fish. The Gloucester wharves are fringed with schooners without crews, or else those schooners have been put to other uses such as seining or bringing cargoes of fish hither from the northern ports. The fleet which has fitted out in Gloucester this season for the Banks fishing has been unusually small. No new schooners are on the ways to replace the forty-odd which have been lost or sold during the past two years; and such vessels as have been sold have brought scarcely more than half their actual value.

PLACE MATTERS IN WRONG LIGHT

Capt. Smith Says New York and Boston Papers Reports Not Fair to Gloucester.

To the Editor of the Times:—I see by the Boston and New York papers, articles which seems to be going the rounds throughout the country, which reflect upon Gloucester, and tell of great prosperity which she is enjoying, owing to the new tariff. One of these articles mentions that the fish dealers are all getting rich; one speaks of the tariff working just as its framers expected it would. Now what did they expect? We were led to believe that they expected fish would be cheaper to the consumer, which seems to be quite the reverse. Higher prices have been paid for foreign fish than before.

One of the articles reproaches us dealers for pocketing the duty, and this is a bad view to have circulated all over the country, when the truth of the matter is that although fish to the consumer is higher, Gloucester is not getting what she should, and the fact is, that it is a blue view for Gloucester instead of a "rosy one." (The duty is being retained by the foreigner).

I certainly hope that the papers of the country will put Gloucester in her true light and inform the people that they have been misled by these articles referred to.

SYLVANUS SMITH

NORWAY FISH TRUST FEARED

Handlers in New York city are concerned over advices they have received from Norway and Sweden that a mackerel trust is in process of formation there.

The two largest firms exporting this fish, which finds a heavy market in this country, have agreed to merge into one corporation and have made an offer to the combined fishermen to handle the entire output on a commission basis. Better prices are promised the fishermen, but the latter have not yet agreed to the terms offered. Conferences are still under way, in which the governments of Norway and Sweden have taken a hand.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$5 per cwt.; medium, \$4; snappers, \$3.
Eastern halibut codfish, large, \$5; medium, \$4.50.
Georges halibut codfish, large, \$5.50; mediums, \$4.50.
Cusk, large, \$2.50; mediums, \$2; snappers, \$1.50.
Haddock, \$2.00.
Hake, \$2.00.
Pollock, \$1.75.

Fresh Fish.

Splitting prices:
Haddock, \$1 per cwt.
Eastern cod, large, \$2.25; medium, \$2.00; snappers, 75c.
Western cod, large, \$2.25; medium, \$1.85; snappers, 75c.
All codfish, not gilled, 10c per 100 pounds less than the above.
Hake, \$1.10.
Cusk, large, \$1.75; medium, \$1.25; snappers, 50c.
Pollock, 90c.
Fresh halibut, 9c per lb. white

NO DORY OVER FOR A MONTH

Capt. Peterson of Sch. Rhodora Reports February Unusually Rough and Stormy

Sch. Rhodora, Capt. Gustaf Peterson, arrived during the night after a seven weeks halibut trip, hailing for 20,000 pounds of halibut and 3000 pounds salt cod.

The Rhodora was out in all the recent bad spell of weather but came through it all without a scratch. Capt. Peterson said he never experienced weather of the sort in all his fishing career. During the month of February, not a dory was put over the side to fish. While on Western Banks, the Rhodora was hove to all the time. On Quero, the vessel secured on her trip.

On account of the market today, the fare of the Rhodora laid over until Monday.

The gill netters landed over 100,000 pounds yesterday, securing their nets for the first time since Wednesday. Nearly all the catch was haddock, which was shipped.

Sch. Annie F. Kimball from Maine ports is the only other arrival here this morning.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Rhodora, Quero Bank, 20,000 lbs. fresh halibut, 3000 lbs. salt cod.
Str. R. J. Killick, gill netting, 3500 lbs. fresh fish.
Str. Venture, gill netting, 1500 lbs. fresh fish.
Str. Sunflower, gill netting, 4000 lbs. fresh fish.
Str. Water Witch, gill netting, 6000 lbs. fresh fish.
Str. Naomi Bruce, gill netting, 10,000 lbs. fresh fish.
Str. George E. Fisher, gill netting, 2500 lbs. fresh fish.
Str. Orion, gill netting, 7000 lbs. fresh fish.
Str. Sawyer, gill netting, 3000 lbs. fresh fish.
Str. Ethel, gill netting, 4500 lbs. fresh fish.
Str. Nora B. Robinson, gill netting, 2000 lbs. fresh fish.
Str. Seven Brothers, gill netting, 2000 lbs. fresh fish.
Sch. Little Fannie, gill netting, 2500 lbs. fresh fish.
Str. Philomena, gill netting, 3500 lbs. fresh fish.
Str. Anna T., gill netting, 8000 lbs. fresh fish.
Str. Gertrude T., gill netting, 9000 lbs. fresh fish, (5500 lbs. Thursday).
Str. Medomak, gill netting, 3000 lbs. fresh fish.
Str. Dolphin, gill netting, 3000 lbs. fresh fish.
Str. Eagle, gill netting, 2100 lbs. fresh fish.
Str. Quartette, gill netting, 4100 lbs. fresh fish.
Str. Hugo, gill netting, 750 lbs. fresh fish.
Str. Lorena, gill netting, 1000 lbs. fresh fish.
Str. Robert and Edwin, gill netting, 1050 lbs. fresh fish.
Str. Rough Rider, gill netting, 2250 lbs. fresh fish.

Str. Quoddy, gill netting, 3600 lbs. fresh fish.
Str. Randolph, gill netting, 1000 lbs. fresh fish.
Str. Carrie and Mildred, gill netting, 2900 lbs. fresh fish.
Str. Enterprise, gill netting, 6000 lbs. fresh fish.
Sch. Evelyn H., gill netting, 1000 lbs. fresh fish.
Str. Mystery, gill netting, 800 lbs. fresh fish.
Str. Ibsen, gill netting, 4000 lbs. fresh fish.
Str. Julia May, gill netting, 1200 lbs. fresh fish.
Sch. Annie F. Kimball, Maine ports, cured fish.

Sch. Esther Gray, shore.
Sch. Genesta, shore.

Vessels Sailed.

Sch. Jeannette, haddocking.
Sch. Ingomar, haddocking.
Sch. Edith Silveira, haddocking.
Sch. W. M. Goodspeed, haddocking.
Sch. Yakima, halibuting.
Sch. John Hays Hammond, halibuting.

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CRAFTS DID NOT START HATCHES

No Demand for Fish Today at T Wharf—Fares Will Lay Over.

The week closed at T wharf today with five fresh fares put on account of the inactive trade, two of the off shore trips at least will lay over to Monday.

Steamer Crest had 51,000 pounds and schs. Benj. A. Smith, 76,000 pounds; Ellen and Mary, 66,000 pounds; Gertrude DeCosta, 83,000 pounds; Georgianna, 4500 pounds; The Benj. A. Smith and Gertrude DeCosta did not take off their hatches, laying over to sell Monday.

Wholesale quotations were \$1.50 to \$3.25 a hundred weight for haddock, \$4.50 for large and \$3 for market cod, \$3 to \$5 for hake, \$3 for pollock and \$2 for cusk.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:
Str. Crest, 50,000 haddock, 1400 cod, 400 halibut.
Sch. Benj. A. Smith, 60,000 haddock, 7000 cod, 7000 cusk, 2000 pollock.
Sch. Ellen and Mary, 50,000 haddock, 12,000 cod, 4000 cusk.
Sch. Georgianna, 1000 haddock, 3500 cod.
Sch. Gertrude DeCosta, 65,000 haddock, 14,000 cod, 4000 cusk, 200 halibut.
Haddock, \$1.50 to \$3.25 per cwt.; large cod, \$4.50; market cod, \$3; hake, \$3 to \$5; pollock, \$3; cusk, \$2.

N. F. PREMIER GOES TO WASHINGTON

Sir Edward Morris Talks Freely of Fisheries and Reciprocity—Laughs at Annexation—Visit May Have Local Significance.

Sir Edward Morris, prime minister of Newfoundland, was in Boston yesterday for a few hours, while on his way to Washington, where he is to see President Wilson and Secretary Bryan before going to London. It is believed in some circles here that his visit may have something to do with the recent request of the fishing interests for privileges in Canada and Newfoundland.

Sir Edward is not only an optimist about Newfoundland, but he is equally optimistic about the future of Canada. He believes Canada will have 50,000,000 population inside of 30 years, and that the closer, friendlier and more equitable the commercial relations between the two countries the better it will be for all concerned. He believes that before many years much of the fresh fish consumed in the United States will come to the Boston market from Newfoundland—especially cod and haddock.

He pointed out yesterday that whereas in the old days Newfoundland depended almost entirely on its fishing products, and that although the fisheries will be the foremost industry for many years, yet its paper and pulp industries, as well as its minerals are now coming to the front.

Satisfied with Hague Award.

When asked how Newfoundland felt about The Hague award on the fisheries dispute Sir Edward said:

"Well, considering that nearly every contention of importance put forward by Newfoundland was sustained by the Court of Arbitration we could not but feel satisfied. And since the decision of the court nearly four years ago, there has not been the slightest trouble between the two countries. The fishermen of Newfoundland have never had anything to complain of with the individual American fisherman and the only dispute that arose in the past arose simply in the interpretation of the treaty. All the questions of the right pay for light dues, the power of Newfoundland to make regulations regarding the fishery common to both, the right of entry, the question of days and the other points involved in the dispute have been set at rest and there is no likelihood of any further trouble."

Question of Reciprocity.

"How is Newfoundland on the question of reciprocity?"

The Prime Minister pointed out many of the articles coming into the United States from Newfoundland paid a high duty, "notwithstanding the fact that we placed articles of flour, pork, beef, kerosene, agricultural implements, motors and many other items coming from the United States on the free list; that a high tariff was still kept against us by the United States in relation to our paper, minerals, our sealskins and our fur in certain conditions."

"Won't the placing of codfish on free list be a benefit to Newfoundland?"

Sir Edward is of the opinion when the fresh fish industry is developed and a large quantity of fish caught in Newfoundland by Newfoundland fishermen are exported fresh to the United States, it will of advantage to Newfoundland to have fresh fish on the list. We must in Newfoundland nearly all of catch of cod in the Mediterranean, Brazil and the West Indies, where get very high prices; in fact, no double what we received 10 years ago. But there is still a great market in the United States if the people are made to realize that codfish is a fine and cheap article of food.

"You have about 20,000,000 families in the United States, and if each family were only to use as an article of codfish for only six days in the year and consume only one pound each of these six days, they would consume our whole catch. Codfish is easy digestion, is a great brain food, contains no tuberculosis and is half cost of meat."

No Prospect of Annexation.

When asked about the possibility of annexation to the United States, Sir Edward said there was not the remotest possibility of such a thing. Newfoundland prides itself on being the oldest British colony.

"Why," said Sir Edward, "were anybody to talk annexation in Newfoundland he would be ridiculed. The country is quite well able to work out its destiny, and while Newfoundland is always ready to discuss any commercial arrangement, such as reciprocity in connection with articles of import and export, it would most surely decline to identify itself with any political agitation designed to separate it from the mother country."

Claims to be Settled.

"What about the claims?"

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United States against Newfoundland for the illegal seizure of fishermen and their vessels and the fines and collection of duties?"

"All that is to be settled by an arbitration which takes place next year. We do not, however, admit owning any of the hundreds of thousands of dollars claimed. There are some millions of dollars we are prepared to pay. We have never yet refused to recognize our liabilities where any violation of the law or treaty took place against American fishermen, but Newfoundland has been advised over and over again that most of the claims set up are not sustainable."

Speaking of the Newfoundland fisheries, Sir Edward said:

"Of late years there have been very large developments in the fisheries. Our fishing fleet is the largest in point of numbers, in the world. We have over 2000 vessels of 50 tons and upward, nearly all built in the country, by the men who own and sail them. The Newfoundland goes into the forests and cuts the wood, fashions the timber for the framework, builds, rigs and equips the vessel; does the blacksmithing himself, makes the sails, crews her with his own sons and relatives, goes to the Grand Banks and takes the annual catch of cod. The Newfoundlanders are a self-sufficient people."

Expert to Pass on Hospital Ship.

Congressman Gardner has had several conferences recently with Congressman Alexander of Missouri, chairman of the committee on Merchant Marine and Fisheries, which is considering Mr. Gardner's bill for the establishment of a Hospital Ship for the relief of the Atlantic fisheries.

As a result of these conferences Mr. Alexander has agreed to refer the bill to the Bureau of Fisheries for a report and recommendation to Congress. It is probable that this report will be made by A. B. Alexander, the well known expert of the commission on the deep-sea fisheries.

Among the most prominent and able advocates of the Hospital Ship bill is Miss Constance G. Leupp of Washington, the well known magazine writer and civic leader. Miss Leupp is, by the way, one of the leaders of the suffrage movement in the District of Columbia, told a member of the committee this week that she would not give them a moment's delay until the Hospital Ship was an accomplished fact. It will be remembered that Miss Leupp was one of the suffragettes who made the march with Rosa Jones from New York to Washington. She is a plugger in whatever she undertakes.

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Arrivals at Pigeon Cove.

Fishing crafts in harbor at Pigeon Cove over Sunday were Sylvester, Nettie, Annie Hamilton, Margaret and Gracie E. Hamilton. Saturday's catch was about 2000 and Sunday's 2000 pounds.

WILL SOON HEAR GERRING CASE

Tribunal Sets March 30 Date to Open Arguments—Vessel Seizure Affair One of Most Important State Dep't Matters In Years.

At last, after 17 years of "watchful waiting," Captain Edward Morris of this city, is likely to see a decision in his case against the British government on account of the seizure of his fishing schooner, the Frederick Gerring, Jr., way back in 1897. On account of the international questions involved, and on account of the number of prominent men who have interested themselves in it, the case is probably one of the most famous that the state department had been called upon to consider within the last decade.

While the amount involved is perhaps small from an international standpoint, nevertheless, it represents to Captain Morris the savings of a lifetime, as the loss of his vessel in 1897, the accumulation of years of following the Gloucester fisheries, wiped him out of existence so far as financial resources were concerned.

During the years in which he has conducted his courageous fight, every secretary of state from Richard Olney down through Judge Day, John Hay, Elihu Root and Philander Knox, have urged the British government time and again to agree to some means of settlement. In the controversy these several secretaries have been assisted in the preparation of the case, and backed up the floor of Congress by Senator Hoar in the first instance, by

Senator Lodge, Congressman Moody and Congressman Gardner. This case was one of the first to claim Mr. Gardner's attention when he took his seat in the House back in 1902 and there was probably not a session since that time when he has not spent many wearisome hours in endeavoring to accomplish a settlement for his now aged constituent.

Accordingly, he left the Carnegie Institute, where the sittings of the International Tribunal which is considering these international cases are being held, on Tuesday afternoon well pleased that at last success was in sight. For he had been assured that the arguments in the Gerring case would be commenced on Monday, March 30, and would in all probability be concluded the following day. Robert Lansing, Esq., of New York, who was one of the American counsel at the Fisheries Arbitration at The Hague, and who has spent months in the preparation of this case, will make the argument in Captain Morris' behalf. Yesterday the president named Mr. Lansing to succeed John Bassett Moore as counselor of the state department.

The Tribunal is known as the British Treaty Claims Commission, and they are holding daily sessions now. A number of other Gloucester cases will be heard while the Tribunal is in session and in several of these cases the arguments for the United States will be made by Frederick H. Tarr, Esq., the well known local lawyer.

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Canadian Sardine Co. to Resume.

The report comes from Eastport that the Chamcook, N. B., sardine factory, which was operated for a time last year by the Canadian Sardine Company, is to resume operations this season, the affairs of the company having been adjusted. The plant, which was promoted by the Canadian Pacific Railway Company is one of the largest and finest of its kind in the world. When in full operation more than a thousand hands are required at the plant.

Salt Mackerel Imports.

Imports of salt mackerel received at Boston to date amounts to 31,725 barrels of the 1913 catch as compared with 29,905 barrels of the 1912 catch.

Good Money in Halibut

Trips.

Sch. Catherine Burke, Capt. Daniel McDonald stocked \$4205.85 from her recent halibuting trip, the crew of 22 men sharing \$91.28, clear. On the trip, the craft lost 29 skates of tawl. Capt. McDonald is not in his usual good health, there having been a recurrence of an old ailment for which he has undergone an operation several times.

Another good halibut stock is that of sch. Corona, Capt. Wallace Parsons. The total stock was \$3200 from which the crew of 19 men shared \$78.40 to a man, clear.

CONNOLLY HITS BEAM TRAWLING

Tells Bank Clerks Assn. Fishermen are Greatest Seamen in History.

At the annual dinner of Chapter 5 of the American Bank Clerks' Association, held Friday evening at the City Club, Boston, the principal speakers were the Hon. William S. McNary, who spoke on the port of Boston development, and James B. Connolly, who spoke on Boston, the greatest fresh fishing port in the western world. In conclusion, Mr. Connolly said:

"It is true motive power is inevitably coming into use in our fishing, even as in all other sea craft, but it is as yet in an experimental stage only. Ninety-eight per cent. of our bank fishermen still use sailing exclusively; and so the interests of the great fishing ports of Boston and Gloucester, are the interests of sail fishing, not of the steam trawlers.

"Our fishermen own many of their own boats; they have no money invested in the steam trawlers. Our steam trawlers are owned by large corporations exclusively. In the interests of pure justice our sailing fishermen deserve all the protection we can get for them. For sentimental reasons and a dozen other reasons this is their right.

"They have done more with good canvas against the great elements than any body of men who have ever sailed the seas. They are of that great corps that the woods, the plains and the hills know—men who to a great primitive force unite a high intelligence, a great daring, defensive spirit of sacrifice. They only know one thing when in action, and that is to give the fullest measure of service, the best quality of their manhood to their duty in the performance of their duty. They are the greatest seamen of history."

REPORT FISH BY WEIGHT BILL

The Committee on Mercantile Affairs has voted to report a bill that all food fish, except shell fish and fish put up in original packages, shall be sold by weight.

ALEWIVES RUN AT EDGARTOWN

Alewives have started to run at Edgartown, 1300 being taken there on Wednesday last.